Approved For Release 2000/08/08 : CIA-RDP96-00789R001500460001-5

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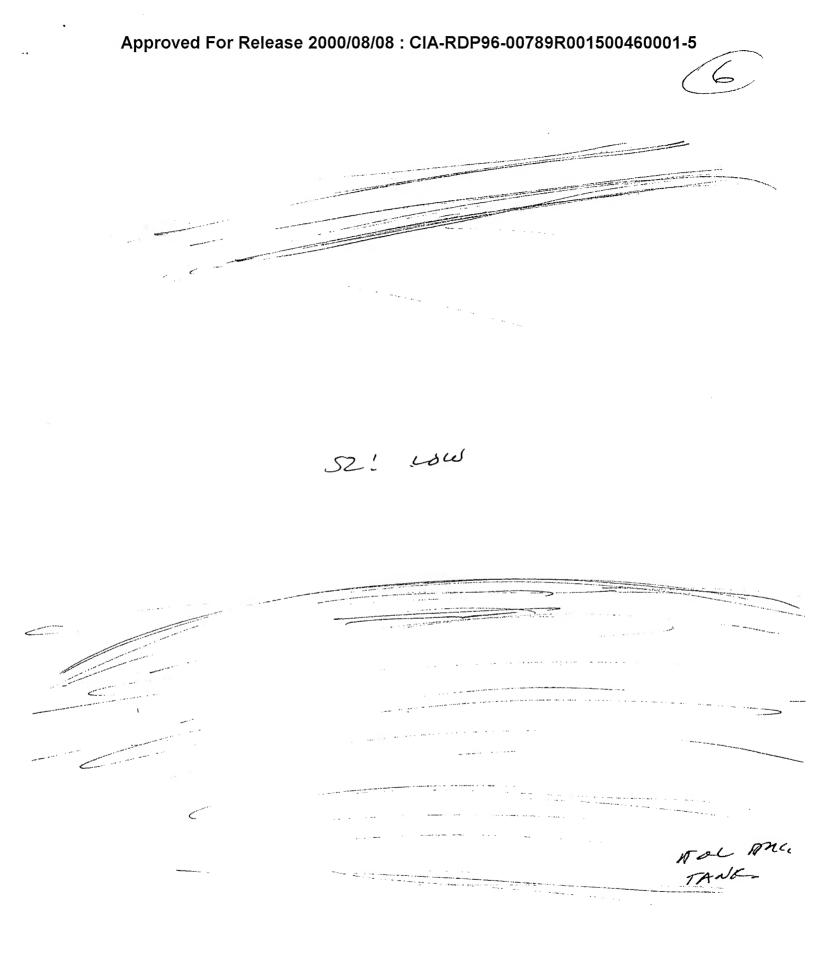
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#### Site 725

#### Erie Canal

In New York state, the Erie Canal was built between 1817 and 1825. Its construction was an engineering feat of extraordinary significance and a bold act of state enterprise in promoting economic development.

Originally a ditch 40 feet wide and 4 feet deep, the canal was 363 miles long, spanning the state from Albany on the Hudson River to Buffalo on Lake Erie. It reduced the cost of transportation, promoted trade and settlement, and in large measure was responsible for growth of communities such as Rochester and Buffalo.

Vastly enlarged and partly relocated in the 20th century (old route-south towards Syracuse and around Lake Oneida to just before Rome) the Erie canal is the largest of the four divisions in the New York State Barge Canal System. Built to accommodate horse drawn barges for freight and packets for passengers, the original canal had 83 lift locks and 18 aqueducts. Its spectacular features included a double set of locks built into a granite escarpment at Lockport and an aqueduct, 802 feet long, mounted on stone arches that carried the canal across the Genesee River. The entire canal was completed in 1825. The original debt was in excess of 7 million but in a few years the project was in the black with money rolling in.

Cargoes carried included lumber, pork, whiskey, cheese, potash, pearl ash and the largest commodities being wheat and flour to tidewater. Shipped westward were miscellaneous manufactures, furniture and salt. In 1896 the east bound cargo totaled 350,000 tons and the west bound cargo totaled 35,000 tons. Fifteen years later the east bound cargo totaled over 774,000 tons and the west bound cargo totaled 162,000 tons. Quite a jump in only fifteen years.

Drastic enlargements were started after the beginning of the 20th century to resusitate canal transportation as a means of restricting railroad rates. By 1903 New York State Legislature spent 101 million dollars to make the Erie Canal capable of handling powered vessels carrying 1000 ton weight. By mid 20th century 3-5 million tons of cargo was transported annually on the canal. Cargoes have mainly been petroleum, its derivatives and grain. There are no tolls on the Erie Canal.

(NOTE: Early 19th century, the canal was slow but pleasant means of travel. Passengers were on the roof platform of the cargo barges while the boat was drawn by horses on a tow path at the rate of 1 1/2 miles per hour.)